

PROB.
Fair and Mild.

VOL. V. NUMBER 474

EDMONTON, ALBERTA, MONDAY, MARCH 1, 1909.

449 KILLED ON OUR RAILWAYS

Statistics of Canadian Roads for 1908—Railway Earnings Show Increase Over 1907.

Ottawa, Ont., March 1.—Official statistics which appear in the report issued by J. Lambert Payne, compiler of railway statistics, show that there were 449 persons killed and 2,242 injured on the Canadian railroads in the year 1908. As compared with 1907, there were 149 fewer and the number of persons injured greater by 187. During 1908 one passenger was killed for every 121,830, and one injured for every 16,081. In 1907 one passenger in every 40,484 was killed and one in every 19,200 injured.

On electric railways there were 67 persons killed and 1,082 injured, a decrease in the number killed by 4 and an increase in the number injured by 107 over the previous year.

These figures are given in the report on railway statistics prepared by the Department of Railways and Canals, which was presented to parliament by Hon. Frederick Graham. These statistics closely accords with the statistics of the municipalities injured as follows:

Steam Electric Roads.	Killed.	Injured.
Passengers.	29	48
Employees.	224	178
Engines.	152	—
Non-passenger.	23	—
Tramway.	—	—
Street cars.	16	3
Other persons.	3	43

Total. 449 2,242
Of the 449 persons killed, 185 were killed in collisions with other trains, 100 were killed in collisions with automobiles, 100 were killed in collisions with street cars, 100 were killed in collisions with other vehicles. They are, says the report, "the most important people who attempt to cross the tracks or who are on the cars when the signal gards are down."

Conflict of Testimony. At this point there is a conflict of testimony. A report published in the United States, which was submitted to the railways in 1908, and which was given to the public by the Department of Railways and Canals, stated that the number of persons killed in collisions with automobiles was 100. This figure is in conflict with the figure of 100 given in the report of the Department of Railways and Canals.

Use of Safety Devices. The report goes on to discuss the question of safety devices, and states that the use of safety devices is essential to the safety of the railways. It states that the use of safety devices is essential to the safety of the railways.

Railway Statistics. An appendix was added to the report of statistics relating to the railways, which was prepared by Mr. John Murphy, electrical engineer of the department. On the subject of railway statistics, Mr. Murphy states that "the signal engineers who are concerned with the signals which operate two or more tracks, take care that these signals are correctly set, and that the signals are correctly set."

Freight Statistics. The freight statistics for 1908 show a decrease of 1,071,167 tons, which was a decrease of 1,071,167 tons. The average receipts per ton mile were 723 cents, compared with 412 for 1907. The gross earnings of the railways for 1908 were 97,313. This was divided as follows: Freight earnings, \$63,544; stock yard earnings, \$4,507; other earnings, \$29,262. The freight earnings for 1908 were \$63,544, compared with \$63,544 for 1907.

Gross Earnings Increased. The total gross earnings showed an increase of \$180,000, which was an increase in the passenger earnings of \$112,500. The passenger earnings for 1908 were \$112,500, compared with \$112,500 for 1907. The freight earnings for 1908 were \$63,544, compared with \$63,544 for 1907.

WESTWARD TIDE OF EMPIRE FLOWS

First of Immigrants From Old Land Will Arrive This Week—Big Rush Expected.

Montreal, Mar. 1.—The season of the west will open this week when the Empire of Ireland lands 220 stowage passengers at St. John. This is the first time that the great influx of settlers usually begins, and it looks as though a good season may be expected.

Another Local Organism. Activity. Montreal, Ont., Feb. 28.—A local organism, which was found in the city, was killed by the Great Train. The organism was found in the city, and it was killed by the Great Train.

Wind-Driven Snow Falling. For 48 hours, the wind-driven snow has been falling in the city. The wind-driven snow has been falling in the city, and it has been falling for 48 hours.

Paris, March 1.—Rue has been falling in Paris. The Rue has been falling in Paris, and it has been falling for 48 hours.

Discipline Caused Death. Member of Brooklyn Regiment Failed to Attend Inspection—Contracted Double Pneumonia.

New York, N.Y., March 1.—That they were not old men, Frederick and his wife, who were killed in the city, were not old men. They were not old men, and they were killed in the city.

Peace in Central America. U.S. Will Put Damper on President Zelaya's Ambitions.

Washington, D.C., March 1.—The State Department officers do not know what kind of military measures Nicaragua is taking, but they want to find out quickly when the order is sent to the United States.

First Chinese Consul General. Vancouver, Feb. 28.—Kung Sen Shew, who is present at the Chinese Consulate in Vancouver, is the first Chinese Consul General in the city.

Power Placed With Service. Paris, Feb. 27.—According to the French press, the power has been placed with the service. The power has been placed with the service, and it has been placed with the service.

To Continue Foreign Policy. The Tait Administration Will Pursue Course Laid Down by Roosevelt.

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C.P.R. TO BUILD THE ELEVATORS

Federal Government Will Not Undertake Construction of Terminal Elevators at Vancouver.

Vancouver, B.C., Mar. 1.—The Alberta government has been advised from Ottawa that the Dominion government will not build elevators at Vancouver. This will be done by the C.P.R. The announcement was made here today that 43 new elevators would be built in Alberta this year as follows:

Alberta Public Elevator Co., 25. Alberta Grain Elevator Co., 25. Private grain, 19. Most of these will be in the southern part of the province, though a few will be built as far north as Strathcona. Alberta is figuring on a \$1 million budget, most of which will go to the coast.

Market of the West—Shorts Are at Wheat King's Arm. Chicago, Ill., Feb. 28.—A wheat market was held for the wheat in the wheat pit, which has given their judgment against that of Jas. A. Patten, who is the wheat king of the world. What went to \$1.12 a bushel on Saturday, but it is expected to go to \$1.10 a bushel on Sunday.

Patton Controls Wheat. Market of the West—Shorts Are at Wheat King's Arm. Chicago, Ill., Feb. 28.—A wheat market was held for the wheat in the wheat pit, which has given their judgment against that of Jas. A. Patten, who is the wheat king of the world.

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CIDER INDUSTRY NEGLECTED.

No Attention Paid to Manufacture of Beverage in Canada.

Ottawa, March 1.—A bulletin on cider industry in the Dominion has been issued by the Department of Agriculture, which states that of 62 samples examined, many contain salicylate white, others contain salicylate white and contained chlorides and sulphates. The analysts expressed opinion that either a cider industry does not exist in Canada, or that no one is looking after the industry. Some of the cider sold in the market is not of the best quality.

Suicided With Shotgun. Vancouver, B.C., Mar. 1.—A man named John, who was committed to the hospital, was found dead in the top of his head with a shotgun.

Will Rufus Pope Lead Conservatives. In Alberta—Ex-Member for Compton, Quebec, Mentioned as Possible Candidate for Party in This Province—He is the Pope of Quebec.

Exposure Drove Him Insane. Pittsburgh, Pa., Mar. 1.—A man named John, who was committed to the hospital, was found dead in the top of his head with a shotgun.

Prince Rupert Town Lots. Sale Will Begin on May 1st in Vancouver and Victoria.

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PREMIERS REPLY NOT ACCEPTABLE

Farmers Not Satisfied With Response to Their Demand for Government Owned Elevators.

Winnipeg, Mar. 1.—The Interprovincial Council of Farmers' associations of Manitoba, Saskatchewan and Alberta, has submitted a reply to the statement of the premiers of the three provinces, recently issued in answer to the demand for the establishment of government ownership of elevator elevators. The statement of the premiers of the three provinces, recently issued in answer to the demand for the establishment of government ownership of elevator elevators.

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TEMPERATURES.

Min. 9
Max. 26

PRIZE FIVE CENTS

WILL RUFUS POPE LEAD CONSERVATIVES

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THE GRIDIRONING OF ALBERTA WITH RAILWAYS

176 1/2 Miles of New Railway Guaranteed by the Rutherford Government Under its Progressive Railway Policy. 175 Miles to be Constructed This Year. The Bonds of the G. T. P. C. N. and Alberta and Great Waterways Railways Guaranteed to the Extent of \$25,343,000.

The railway policy of the Rutherford government, giving railway development in the south of the province and railway competition in the south, has been changed. The Rutherford government, in the eastern papers and before long will result in the greatest achievement that Alberta has yet received. In the untold resources of the north, as yet unopened to commerce, and the vast wheat products of the south, as yet awaiting transportation, Alberta has wealth which places her in the front rank of the richest provinces of the Dominion. All she has lacked in the past was the means of getting those vast grain yields and northern mineral deposits to the markets of the world.

With the assurance of railway construction as the result of the Rutherford bond guarantee, conditions have entirely changed. The gridironing of the province with railways will mean that all parts will be put within easy reach of transportation facilities, and thus many sections now uncultivated will shortly be turned into great wheat fields.

From the standpoint of Edmonton people probably the most important railway line to be built will be the one to Fort McMurray. The basins of the Peace and the Athabasca rivers are Edmonton's great hope of the future and with the mineral wealth of the Fort McMurray district opened up and the fertile valley of the Peace tugged by another line to be constructed towards Fort Assiniboine in a northerly direction who can say that will not be Edmonton's future in the next twenty-five years.

Calgary in the past has been known as the one railway city, but such a title will no longer be applicable. With trunk lines to the Canadian Northern and the Grand Trunk Pacific bringing the southern metropolis close to their main lines they will rapidly grow and share with Edmonton the honor of being a great city of the west. Lethbridge and Maceled will also have connection with those great continental systems and the vast and fertile prairie of the south will soon have transportation facilities undreamed of a few years ago.

In all parts of the province there will be a healthy growth in the cities and towns that are seen in their embryonic stages. Vegreville, Athabasca Landing, Morinville, Camrose, Cardston, Coleman, Cochrane and dozens of others will have a rapid growth consequent on the thousands of settlers who will flock to the province in the course of the next few years.

The total mileage of the railways guaranteed by the government is 176 1/2 miles, 175 miles must be built this year.

The new railway lines as they are set out in the bills passed last week by the legislature, are:

The Railway to Fort McMurray. A line from Edmonton to Fort McMurray by way of the north bank of the Saskatchewan, northeasterly to a point at or near the west end of Lac la Biche, thence to a point at Fort McMurray and from a point in the said line at the west end of Lac la Biche to the eastern end thereof. There are also \$400,000 guarantee for terminals in Edmonton.

The provincial act of incorporation of the company passed this session provides that the head office and principal workshops of the company shall be located in Edmonton, also the main passenger and freight sheds shall be located not more than one mile from the Edmonton road office.

The company agrees that at all stations upon their railway they shall always permit the loading of grain in cars from farmers' vehicles or farm warehouses, subject to reasonable regulations to be made by the company.

The construction work shall be commenced within one year, shall proceed with the utmost dispatch and shall be completed within four years.

Upon each successive fifty miles being completed the company shall provide accommodation for freight and passenger stations and trains, otherwise ordered by order in council, the line when put in operation, shall, as far as practicable, be continually operated with passenger and freight service.

The government shall have the option of purchasing the entire undertaking of the company, including all rights, franchises, powers, real and personal property connected with the railway at any time for the then fair value in a going concern, such option, however, not to be assignable by the government.

The line will pass northeast of Edmonton through the Nemawo Horse hills, L'Amoureux, New Lamm, Batenburg and Sturgeon country, bringing these districts into close touch with the markets of the world.

Canadian Northern. A line from a point on the Canadian Northern railway, at or near Vermilion, in the province of Alberta, in a northerly direction, to or near Whitford Lake, a distance of about forty miles. This line will be continued southwest next year to join the main line of the Canadian Northern again at Bruderheim. Star, Wostok, Andrew, etc., will benefit by next year's extension, while this year South Bend, Lamore, Chasler, Harry Hill and other rich farming districts will profit.

A line from a point between Mainville and the north boundary of township 61, on the Edmonton and Slave Lake railway (C. N. R.) in an easterly direction, a distance of 40 miles. O'Leary, Halfway House and Jeffery will be among those to benefit by the new line.

A line from a point at or near Strathcona, in a generally southerly direction, via Calgary, to the confluence of the Little Bow and Belly Rivers, thence in a south-westerly direction, to a point at or near Lethbridge, a distance of about 300 miles. This line, according to Premier

Rutherford, will run from Strathcona to Calgary, through the country east of the C. & N. and from 30 to 40 miles east of that line.

For this extension Strathcona people have looked anxiously for several years and now they are enthusiastic that their hopes are to be realized. Cooking Lake, Ministika Lake, New Tarpipe, Hay Lake will be on the route westward, and the line will touch, and from thence to Calgary from 20 to 30 mile east of the C. & N.

A fine belt of wheat raising country will be on the new route. Passing through Calgary the line will run south-east to the junction of the Bow and Belly Rivers, and thence south-west to Maceled, where terminal facilities have already been acquired.

Also a branch line from a point near Bittern Lake, in a northeasterly direction, to, at or near Vegreville, a distance of about 30 miles. By the efforts of J. B. Holden

M.P.P. for Vermilion, the original act of incorporation passed this session was issued to read "at Vegreville," instead of "at or near Vegreville." This guarantees to the people of this thriving C.N.R. town that the northern junction shall be located at their town.

This branch will cross the G.T.P. in the vicinity of Tofield. Shouts of Equity, Balhatch, Kingman, Denay and Round Hill will be other districts near the line.

Other C.N.R. Lines.

Also a branch line from near the crossing of the Little Bow River, southerly via Maceled, to the southern boundary of the province, a distance of about 110 miles.

This line will open up a country much of which to each side of Maceled is entirely without railway facilities.

Also a branch line from a point on the last-mentioned branch line, between Maceled and the point where

the said last mentioned branch line crosses the Belly River in a general southerly direction, to the eastern boundary of the province, a distance of about 80 miles. When this clause first came before the Legislature the distance read 30 miles, but by the efforts of Malcolm McKenzie the distance was lengthened so as to reach Coleman and into the centre of the coal fields of the Crow's Nest country.

Also a branch line from a point be-

tween Cardston and the southern boundary of the province, on one of the branch lines heretofore mentioned, in a general westerly direction to the western boundary of the province, a distance of about 30 miles. This line will stretch west to tap the mines of the South Kootenay. A line from a point at or near Cochrane, westerly through Red Deer, a distance of about 60 miles. This line is

(Continued on Page Six.)



